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12 November 1985

MEMORANDUM FOR: DCI  
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EX DIR  
DDI/EA  
DDO/SA  
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DDS&T/EA  
C/L&PD/OGC

NOTE: SEE  
CLIPS  
→

FROM:

[Redacted]  
Deputy Chief, Legislation Division  
Office of Legislative Liaison

STAT

SUBJECT: Restriction on Use of Government Vehicles for  
Home-To-Work Transportation: H.R. 3614

1. Attached for your review and comment is a copy of H.R. 3614 which would limit the use of government vehicles for "official use". Under this bill, which was recently passed by the House, only the DCI would have unrestriced use of a government vehicle (section (b) (5)).

2. Perhaps the most troublesome aspect of this bill is found in Section 2(e) on page 6. If enacted into law, this provision would reduce the Agency's flexibility in permitting the use of government vehicles between home and work in the continental United States, even where such transportation is necessary or incident to the performance of duties.

3. Exceptions are made to these restrictions, but only for 15-day intervals and with the certification of need by the agency head (section (b) (7)). Certain other exceptions are made for danger or emergency (section (d)).

3. Last June we commented on a similar draft bill to OMP. A memorandum on that draft bill is included herewith.

4. The instant bill, H.R. 3614, has not been taken up by the Senate. In the event that H.R. 3614 does become active in the Senate, please give us your comments by November 25, 1985.

STAT

Attachments  
as stated

**Government Operations - 2****Home-to-Work Trips Restricted:****Bill Limits Officials' Use of Government Cars**

The House Government Operations Committee Oct. 29 approved a bill (HR 3614) that would limit the number of top-level federal employees who are entitled to transportation from home to work.

The bill, approved by voice vote, specifies 62 officials who would be able to get a car at taxpayer expense, compared with the 128 now receiving them. Also, the bill spells out procedures agency heads must follow to designate other officials as eligible for government vehicles.

"If you're in the executive branch and not named in this bill," said Jack Brooks, D-Texas, committee chairman, "you don't get home-to-office transportation unless the procedures outlined in this bill are followed."

Brooks and Frank Horton, R-N.Y., ranking minority member of the committee, noted that many private companies provide their highest employees with vehicles. "We should do no less with regard to our top executives," said Horton.

But the bill came under fire from other members, who objected that it failed to include the legislative or judicial branches.

"It's a kind of [an] exercise in hypocrisy to say that abuse is only for one branch when we know abuse is in the other two branches as well," Robert S. Walker, R-Pa., charged. He said later he was unaware of any instances of abuse but believed the bill should not single out the executive branch.

Brooks and Horton said that the other branches came under the jurisdiction of other committees and that complicating the legislative path by referring the bill to other panels could kill it. Brooks warned, "If there is any hue and cry about this legislation, this one can go down, too."

**Door-to-Door**

The laws governing who is entitled to home-to-office transportation have been honored more in the breach than in practice. A 1946 law restricted such transportation to the president, the heads of executive agencies, medical and field officers, and diplomatic and consular officials. Later laws added additional employees.

—By Robert Rothman

Still, the number of people using government cars exceeded those who were listed in law. A survey by the General Accounting Office (GAO) in June found that 128 employees were receiving government transportation to work, and determined that of those, 79 were not entitled to it.

According to Brooks, each car cost the taxpayers between \$1,100 and \$9,500 a year to operate; thus, providing the 128 officials transportation could cost up to \$1.2 million a year.

The Reagan administration asked Congress to clarify the law and spell out who should receive transportation.

Under the bill approved by the committee, the 62 federal employees designated as entitled to home-to-office transportation would include the president and vice president, six officials in the Executive Office of the President, 10 employees of executive agencies, principal diplomatic and consular employees abroad, the U.S. representative to the United Nations, the deputy secretary of defense, under secretaries of defense, the chairman of the Joint Chiefs of Staff, the secretaries of the armed services, the director

of the CIA, the director of the FBI and the chairman of the board of governors of the Federal Reserve System. The bill does not stipulate who would be entitled to chauffeurs.

Cabinet members could be designated by the president from among the 10 agency employees. Federal executives in the highest pay levels were included in the bill, and they could designate their deputies, if the executive found it appropriate.

If an agency head decides that an emergency exists, he or she can assign a vehicle to another employee for 15 days, provided the determination is sent in writing to Congress.

Brooks said the bill would restrict the number of employees using government vehicles to those who need it to conduct official business.

He said he was once asked about his interest in a job in the Johnson administration but said he would take it only if he could get a limousine with a gooseneck lamp in the back, so that he could read while traveling to work.

"Now," he said, "I think for most people we're just going to give them the gooseneck lamp."

**GOVERNMENT OPERATIONS NOTES****Compensation for Hostages Approved**

The House Foreign Affairs Committee Oct. 29 approved a bill (HR 2851) that would grant benefits to government employees held hostage at home or abroad, after broadening the bill to include military personnel.

HR 2851, which already has been reported (H Rept 99-201, Part I) by the House Post Office and Civil Service Committee, would authorize agency heads to put hostages' pay in interest-bearing accounts, and would grant medical and educational benefits to their families. Also, it would award payments to victims of terrorism based on the average worldwide per diem allowance for government workers, currently about \$74 per day. (*Weekly Report* p. 2063)

The bill would grant compensation to the 52 Americans who were held hostage in Iran from November 1979 to January 1981.

Members praised the provisions granting benefits to the families of hostages, noting that concern over a spouse and children exacerbates a hostage's ordeal. The panel by voice vote adopted an amendment by John McCain, R-Ariz., to include military personnel.

**'Flexitime' Extension Cleared**

Legislation extending for two months authority for government workers to stagger their hours or work four 10-hour days was cleared Oct. 25 by the Senate.

The bill (HR 3605) would extend the 'flexitime' program through Dec. 31. A House-passed permanent extension (HR 1534) is being blocked in the Senate by the threat of controversial amendments. (*Weekly Report* p. 2185)

99TH CONGRESS  
1ST SESSION

# H. R. 3614

To restrict the use of government vehicles for transportation of officers and employees of the Federal Government between their residences and places of employment, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

OCTOBER 24, 1985

Mr. BROOKS (for himself, Mr. HORTON, Mr. SAXTON, and Mr. DIOGUARDI) introduced the following bill; which was referred to the Committee on Government Operations

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## A BILL

To restrict the use of government vehicles for transportation of officers and employees of the Federal Government between their residences and places of employment, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 That section 1344 of title 31, United States Code, is amend-  
4 ed to read as follows:

5 **"§ 1344. Passenger carrier use**

6 "(a)(1) Funds available to an executive agency, by ap-  
7 propriation or otherwise, may be expended by the executive  
8 agency for the maintenance, operation, or repair of any pas-